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CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany/USSR/Poland/Czechoslovakia REPORT

SUBJECT Monthly Transportation Summary Report
for February 1960
Abso

DATE DISTR. 28 MAY 1960

25X1

NO. PAGES 1

REFERENCES RD

DATE OF
INFO.PLACE &
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

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monthly transportation situation
Report for February 1960
on the following topics is
included:

1. Soviet Bloc transportation:

- a. (USSR: freight shipment and freight turnover of all public means of transportation; railroads, new lines, electrification and dieselization, rolling stock; highways.
- b. East Germany: international relations; opening of the border crossings at Luebeck; railroads, automatic coupling, operation and traffic, border traffic, rolling stock, improvements, organization; highway transport; air transport.
- c. Poland: changes in the Ministry of Traffic; 1959 freight and passenger transportation; railroads, highways; air line routes.
- d. Czechoslovakia: railroads.-)

2. (Military Supply:)

- a. (USSR:) Soviet artillery supply, (including table of organization), flow chart of the supply procedure in the combat zone, and a tabulation of the strength and tasks of the repair services.
- b. (East Germany:) combat alarm quota of motor vehicle replacement parts, army fuel depots, military border traffic in December 1959.

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S E C R E T

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Transportation Summary for February 1960Part A - TransportationSummaryI. USSR

Transportation and turnover of freight on all public means of transportation in 1959.

Over 1,200 track kilometers were completed in 1959.

Another 100 kilometers of the West Karelian Magistrale have been put into service.

The construction of the main track on the 200 kilometer Irtyskoye - Karazuk section of the Central Siberian Magistrale was finished.

Over 25,000 track kilometers were electrified and dieselized in late 1959. The share of electric and diesel locomotives in freight turnover increased to 33.5 percent.

Other lines of the 1960 electrification program.

A total of 1,002 Magistrale diesel locomotives, 435 Magistrale electric locomotives, 38,600 freight cars and 18,000 passenger cars were produced by USSR plants in 1959.

Electric locomotive type Ch S 1 for passenger trains was imported from Czechoslovakia.

The first railcar train type AeR 7 for alternating current undergoes testing.

The production of the new diesel locomotive type TAs 11 for passenger trains has started.

New highways in the Gorki district and in the Ukraine.

II. East Germany

The East German "traffic representation" was opened in Stockholm.

Zonal border crossings for railroad and road traffic were opened near Luebeck. New control points of the Amt fuer Zoll und Kontrolle des Warenverkehrs (Department for Customs and Control of Goods' Traffic) (AZKW) have been established.

The Organization for the Cooperation of Railroads (OSShd) made efforts to introduce an automatic coupling system within the countries of the Union Internationale des Chemins de Fer (UIC). The system permits the coupling with Soviet rolling stock.

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The operational situation of the Reichsbahn was difficult through unfavorable weather conditions, poor coal and numerous cases of influenza. The operational performances decreased.

The volume of military shipments was normal.

The handling of military shipments involved the short-term establishing of special timetables for troop movements for a better screening of the shipments.

Major Soviet troop movements are possible at any time without long-term preparations within the transportation sector.

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The supply of new heavy tanks seems to be resumed in military border traffic.

In future, military shipments are possibly also to be carried out by sea.

Coal stocks of the Deutsche Reichsbahn continued to decrease. There are only 10 days' requirements available (unconfirmed).

Major railroad stations and freight dispatch offices are to be merged in complex offices in order to remedy the poor personnel situation.

Despite unsatisfactory test runs, gauge changing wheel sets of the Kramer/Necke type are to be put into production for publicity reasons.

Special heavy-duty flatcars of type SSw which are to be employed as loading ramps are undergoing tests.

The "Total Renovation of the Magistralen" is to be the most essential task to be carried out during the Seven Years Plan.

The Berlin Outer Ring is to be extended at the expense of the investment funds of other RBDs.

The Construction Department of the Deutsche Reichsbahn is presumably to be reorganized.

"Object Wages" are requested to be paid on a wider scale within the traffic sector.

The new main department (Hauptreferat) "Transportation Service" of the Main Administration Motor Vehicle Traffic within the Ministry for Traffic is to deal with problems of airraid protection and is to maintain contacts with the armed forces. Nationalized enterprises of the motor vehicle sector are to be reduced from 137 to 68 during the period of the Seven Years Plan. Prior to 1965, civil air traffic is to be increased 500 percent as against 1953. The Deutsche Lufthansa East is to reach two goals for the fulfilment of the "Economic Main Task".

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III. Poland

Traffic Minister Ryszard Strzelecki was replaced by former Under-secretary Jozef Popielas.

Freight and passenger transportation on all public means of transportation in 1959.

Personnel changes within the railroad administration.

A new railroad bridge via the Vistula River near Piaseczno was put into service.

1960 plans provide for the electrification of 340 track kilometers.

Plans for the supply of rolling stock have been fulfilled in 1959 for the first time in years. The FKP (Polish State Railroads) were supplied with 25 electric locomotives, 10 three-unit electric railcar trains, three diesel locomotives, 377 passenger cars, and 9,696 freight cars.

In 1959, a total of 1,100 kilometers of new roads were built and 2,600 road kilometers were repaved with solid surface.

The State Airline Company LOT is to operate two new lines to foreign countries.

IV. Czechoslovakia

For the time being, the new transloading station at Velke Kapusany is to handle USSR grain only.

A new railroad line is to be constructed in the High Tatras.

I. USSR1. Total Transportation

Freight Transportation and Freight Turnover at all Public Means of Transportation in 1959.

	Transportation (in million tons)	Turnover (in billion tons/km)
Railroad	1,750 (103/109 percent)	1,429 (105/110 percent)
Motor vehicle traffic	1,302 (106/118 percent)	21 (103/120 percent)
Inland shipping	192 (104/108 percent)	94 (103/110 percent)
Oil pipe lines	111 (104/108 percent)	41 (96/122 percent)

Note: Figures on the left, within brackets, show the fulfillment of the Year's Plan, and those on the right show the increase as against 1958.

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2. Railroad Transportationa. New Lines

- i. In 1959, the Ministry for Construction and Transportation constructed over 1,200 track kilometers.
- ii. Another 100 kilometers have been put into service of the West Karelian Magistrale under construction. (For routing of the Magistrale see Annex 1 of December 1959 Transportation Summary.) Work on this line is being continued in the direction of Yuzhkozero.

A diesel locomotive depot is under construction and is scheduled to convert steam locomotives to diesel operation.

- iii. The laying of the main track on the 200 kilometer Irtishskoze - Karazuk section of the Central Siberian Magistrale under construction was completed early. The section is to be put into regular service in the fourth quarter of 1960.

b. Electrification and Dieselization.

- i. While the electrification of 2,089 track kilometers exceeded the 1959 plan figures by 121 kilometers, only 3,000 track kilometers were converted to diesel operation, i.e. 1,400 track kilometers less than provided for by the plan. In late 1959, the total length of all electrified and dieselized lines amounted to 25,000 kilometers. The share of electric and diesel locomotives in freight turnover amounted to 33.5 percent as against 26.5 percent in 1958.
- ii. In addition to the lines reported in the Monthly Summary of December 1959, the Kursk - Byelgorod section is also included in the 1960 electrification program. After the completion of this section, the Moscow - Kharkov - Donets Basin line will be completely electrified.
- iii. The 64 kilometer Gorki - Zavolzhye (at the Gorki Sea) section is the first suburban railroad of the USSR to be electrified with alternating current. The new alternating current railcar of type AeR'7 is to be employed for passenger traffic on this section.

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c. Rolling Stock

- i. The following rolling stock was produced by USSR plants in 1959: (Figures in brackets indicate the 1958 output).

1,002 Magistrale diesel locomotives	(712)
235 " electric locomotives	(344)
38,600 Freight cars	(40,300)
1,800 Passenger cars	(1,800)

The railroads, however, received more rolling stock than produced by the domestic industry since imports of rolling stock exceeded the exports.

- ii. Electric locomotives of type Ch S 1 imported from Czechoslovakia are employed in passenger traffic on electrified lines of the Moscow railroad district. The Ch S 1 of axle series Bo-Bo has four driving engines with a total capacity of 2,344 kW and achieves a maximum speed of 120 km/h.
- iii. The electric railcar train Aer undergoes testing. It is the first railcar train operating on alternating current. The first units are to be put in service on the suburban line of Gorki still in 1960.
- iv. The "Malyshov" plant for the construction of transport engines at Kharkov has begun to produce the new diesel locomotive TAE 11 for passenger trains. The one-section locomotive was designed at the plant. The capacity of the 10-cylinder diesel engine is 3,000 HP, its maximum speed is 140 km/h.

3. Roads

- a. The 300 kilometer Gorki - Shakhunya highway constructed after the "people's construction method" has been put into service.

During the period of the Seven Years' Plan, a total of 850 kilometers of new roads are to be constructed; a total of 1,000 kilometers of existing roads are to be modified, and at least 700 kilometers are to be asphalted in the Gorki district.

- b. In the Ukraine a total of 19,000 road kilometers are to be constructed with solid surface or are to be modified during the Seven Years' Plan. In 1959, over 2,000 road kilometers with solid surface were put into service, including the Cherkassy - Uman and the Poltava - Kremenchug highways.

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East Germany1. International Relations

East German Deputy Traffic Minister Helmut Scholz opened the East German "Traffic Agency" at Stockholm on 16 February 1960. The only official Swedish representative who attended the opening was General Director Erik Upmark of the Swedish State Railroads. Chief of the traffic agency is Adolf Pilz, the former personal consultant (Referent) of Traffic Minister Kramer. Pilz announced on a press conference that he was authorized to make binding commitments in all traffic matters and to issue transit certificates and visa.

The chief agency of the Deutsche Reichsbahn at Stockholm was subordinated to the traffic agency, and a representative of the Interflug (inter airline) was attached to the agency.

2. Opening of Zonal Border Crossings at Luebeck

The opening of the railroad and highway zonal border crossings near Luebeck, announced by the press, took place on East German request which was guided by the following reasons:

To intensify transit tourist traffic from the Scandinavian countries via Sassnitz or Warnemuende. The use of the transit roads by passenger cars from these countries is not subject to fees.

To relieve the Schwanheide - Buechen zonal border crossing which is no longer in the position to handle the freight transit traffic from South-East Europe. This traffic has increased 100 percent during recent years.

To meet the expected increase of freight transit via the East German harbors of the Baltic Sea, particularly after the gradual putting into service of Rostock Harbor.

The Bad Kleinen - Herrnhut railroad line was repaired in 1957. During the last years, considerable repair was carried out on the Sassnitz, Stralsund (F-96 highway) - Rostock - Wismar - Grevesmuehlen (F-105 highway) road, and recently also on the border section between Grevesmuehlen - Schlutup which had been neglected so far.

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A border control point office of the AZKW is in the process of being established in Schwerin and is to control the following border control points after its completion:

Selmsdorf	Road, Border crossing Schlutup - Luebeck (highways 104/105)
Schwanheide	Railroad passenger traffic, border crossing Schwanheide - Buechen (Hamburg - Berlin)
Herrnburg	Railroad, border crossing Herrnburg - Luebeck (Passenger and freight traffic)
Kuhlenfeld	Railroad freight traffic, border crossing Schwanheide - Buechen
Horst	Road, border crossing Horst - Lauenburg (Hamburg - Berlin, F-5 highway)
Kumlosen	Inland shipping.

3. Railroad Transportation

a. Automatic Coupling

During a meeting of the European member railroads of the Organisation for the Cooperation of Railroads (OSSHD) in Berlin in late January 1960, the Deutsche Reichsbahn presented designs of an automatic coupling system which provides for the connection with the Soviet central buffer coupling.

As reported in the Monthly Transportation Summary of May 1959, the Union Internationale des Chemins de Fer (UIC) intends to change over to automatic coupling on their member railroads. No agreement had, however, been reached in this respect. The European Satellite railroads which are members both of the UIC and the OSSHD have so far not succeeded in gaining the majority of votes for the Soviet central buffer coupling system. The new Reichsbahn designs which apparently meet the Soviet request for complete coupling with the USSR rolling stock will presumably be presented to the UIC for expert opinion. The UIC has recently announced an international competition on this problem.

b. Operation and Traffic

1. In February 1960, the operational situation of the Deutsche Reichsbahn was particularly strained through cold weather and snowfall, especially during the first half of the month; through numerous cases of influenza involving prolonged staying away from work; and through delays of trains caused by lack of steam. Due to the poor coal, these delays increase rapidly.

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Brigades of the Nationals Volksarmee (National People's Army) (NVA), of the Trapo, the Reichsbahn administration and nationalized enterprises were detailed according to standing duty rosters for maintaining Reichsbahn operations.

Efforts for an equal distribution of the traffic volume on all 12 months of the year were unsuccessful. In January as well as in February, the operational performances decreased as usual.

- ii. (a) In connection with the increased training activities of the GSFG, military requirements of the Deutsche Reichsbahn were rather heavy, though seasonally normal.
- (b) The following was learned on the handling of military shipments:

Since mid-1959, special timetables for troop movements (maneuvers etc) have been made available only shortly (about 6 to 10 hours) before the movement starts (in previous years some days before). The movements are divided and handled separately by special details so that personnel involved gets an only fragmentary knowledge of what is going on. The completed timetable sections are transmitted by teletype to the competent dispatcher of the railroad line.

The order for the preparation of military transportation movements is given by the Office of the President of the RBD to the Special Train Timetable Section of the Timetable Department. Since the summer of 1959, the section has been run by SED members only with no relatives of them living in the German Federal Republic or West Berlin.

- (c) The following happenings may be indicative of a possible impending withdrawal of troops from East Germany:

The seasonally unusually high number of converted boxcars equipped at the "Demolager" (depot) in Berlin Ostbahnhof; and

An order from RBD Berlin according to which boxcars and flatcars are to be put into good condition.

In addition it must be noted that major car reserves are to be held available continuously on alternating railroad stations of East Germany, i.e. 36 tank shuttle trains of 15 or 16 RRYms or SSys each, and about 20 trains of 55 to 60 converted boxcars.

- (d) Beginning the new year, the Soviet shipment number system has been changed as usual.

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c. Railborder Traffic

- i. Military railborder traffic shows a considerable increase of supply shipments to East Germany. A supply wave of new heavy tanks seems to be started. The supply of new motor vehicles was continued.
- ii. According to an unconfirmed report, the Soviets intend to increasingly switch over to military transportation by sea. These measures will, allegedly, be due to the unsatisfactory cooperation of the Polish State Railroads which sometimes appears to be kind of sabotage. In addition, the Polish transit lines are overburdened by the continuously increasing exchange of economic goods.
- iii. The volume of economic railborder traffic was seasonally normal. A major increase is to be expected in March/April. It is also intended to increasingly utilize ship lines for economic shipments. In some cases, this intention has already been realized.

Uranium ore shipments to the USSR included in January 1960, ten shipments with about 7,500 tons, and in February, prior to the 27th, ten shipments with about 7,500 tons.
- iv. According to an unconfirmed report, coal stocks of the Deutsche Reichsbahn decreased to about 10 days' requirements. There is a particular shortage of bituminous coal which is issued to fast trains and important freight transports only.
- v. According to an order of the Ministry for Traffic, all major East German railroad stations are to be merged with their previous independent freight dispatch offices to complex offices of the operational and traffic services. Attempts in this respect have been made already since 1 September 1959. (See Monthly Transportation Summary of October 1959). Each complex office employs a "Dienstvorsteher (Manager) (DV), one member each of the operational service (railroad station) and of the traffic service (freight dispatch office), and four skeleton brigades, the members of which are to be qualified for both services.

d. Rolling Stocki. Gauge Changing Wheel Sets

Shortly, the series production of the Kramer/Necke type gauge changing wheel sets will begin at RAW Delitzsch. At the instigation of the plant management which considers the designs unsatisfactory, only 500 units will be produced for the beginning. East Germany considers herself obliged to start the production because due to exaggerated press reports the USSR has been convinced of the operational reliability of the sets. A total of 60,000 gauge wheel sets are needed.

- ii. The new six-axle lowerable special flatcar to be used as loading ramp for military shipments has undergone tests since mid-January 1960.

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The car has been designated SSw-99-99 and can be supplied by VEB Waggonbau (car construction plant) Bautzen for 1435 and 1524 mm gauges. Its carrying capacity in running position is 21 tons, and in lowered position is 60 tons. Running and braking tests proved satisfactory up to a speed of 100 km/h.

e. Railroad Improvement

- i. On 11/12 February 1960, on a work meeting of HV Bahnanlagen (railroad installations) at Forschungs-und Entwicklungswerk des Verkehrswesens (research and development plant for traffic) (FEV). (former Reichsbahmentwicklungswerk (development plant - REW)), the "Total Renovation of the Magistralen" was stated to be the most essential task of the Seven Years' Plan to be carried out. In addition to reinforcing the tracks to an axle pressure of 21 tons and a throughout speed of 120 km/h, the rolling stock, the arrangement of the timetables, the Mitropa equipment etc are to be adapted to world standar. By paying attention to the "thousand small things" on the international railroad lines, East Germany's prestige is to be improved.
- ii. In order to make the necessary funds available for the expansion of the Berlin Outer Ring, construction projects which had already been approved by the Ministry for Traffic were cancelled. Thus RBDs are most uncertain about the funds which will actually be available to them in 1960.

f. Organization

- i. The construction department of the Deutsche Reichsbahn is to be reorganized. It like the Central Technical Department which is being dissolved, is considered to be a center of reactionaries. The department with its 7,500 employees is allegedly too difficult to be managed.
- ii. Party work in the departments for traffic affairs is stated to be unsatisfactory. Party organizations and committees of the Party Control have been requested to stimulate employees to take a more lively interest in social community work, comparison of efficiency records, and in educational institutions of enterprises.
- iii. "Object wages" which had been restricted to construction work are to be extended to other fields of work. Its introduction is presently being tried out in the freight dispatch offices of the Deutsche Reichsbahn.

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4. Road Transportation

- a. In mid-1959, a "Hauptreferat Transportation Service" was established in the Main Administration Motor Vehicle Traffic of the Ministry for Traffic. It belongs organizationally to the Ministry of the Interior. It is to deal with problems of airraid protection and is to maintain contacts with the armed forces. No practical results have as yet been achieved with respect to the latter objective.
- b. The Seven Years' Plan provides for an increased centralization of the nationalized motor vehicle sector. The existing 137 nationalized motor vehicle enterprises which partly handle either passenger or freight traffic, are to be replaced by 68 mixed main enterprises.

5. Air Transportation

- a. By 1965, performances of civil air traffic (in passenger kilometers) are to be increased 500 percent as against the 1958 capacity. Main emphasis is to be laid on the following objectives:

Jet aircraft traffic on medium and long range, particularly with TL (turbo jet engines) type 152 of the East German production and with PTL (turbo-prop engines) of the Soviet production; Expansion of export and import air traffic; Increase of inland air traffic, particularly on existing lines with connections to leave centres.

As to the fulfilment of the "Economic Main Task" in civilian air traffic, the East German Lufthansa is to offer greater security and reliability and more conveniences and more favorable tariffs.

For organization of the East German air traffic transportation sector, see Annex 1.

- b. On occasion of the Leipzig Spring Fair, the "Interflug" carried out direct flights between Stockholm and Leipzig for the first time. See Monthly Transportation Summary of January 1960: Direct flights between Vienna and Leipzig.

III. Poland1. Total Transportation

- a. Changes within the Ministry for Traffic

On 17 February 1960, Polish Traffic Minister Ryszard Strzelecki was transferred from his office, which he occupied since 1951, to the Secretariat of the Central Committee of the Polish United Workers Party. (PZPR).

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Strzelecki was succeeded by former Undersecretary of the Traffic Ministry, Jozef Popielas. Popielas was born in 1911 and started his career as railroad worker. Subsequently he became General Secretary of the Trade Union of Railroad Workers and then was Undersecretary of the Ministry for Traffic.

b. Freight and Passenger Transportation within all Means of Transportation in 1959.

	<u>Freight</u> <u>Transportation</u> (in million tons)	<u>Passenger</u> <u>Transportation</u> (in million passengers)
All public means of transportation	316.8 (298.6)	1.188.2 (1.197.3)
Railroad (standard gauge)	252 (237.5)	872 (928)
Motor Vehicles	41 (39.5)	270 (221.9)
Inland Shipping	2.5 (2.48)	2.6 (2.5)
Civil Aviation	-----	0.15 *

Figures in brackets represent 1958 performances.

* The number of passengers conveyed by State Air Line LOT amounted to 155,700 in 1958.

2. Railroading

a. Personnel Changes

In connection with the exceptionally considerable operational difficulties at the sudden spell of cold weather (See Monthly Transportation Summary of January 1960), a number of leading railroad employees were released from their duties.

The following personnel was released:

Chief of Railroad Division Warsaw, Benon Jury;

Deputy chief for the operational service of RR Div Warsaw, Edward Szymzak;

Chief of RR Div Krakow, Henryk Szmidt;

Deputy chief for operational services of RR Div Krakow, Stanislaw Koper.

Disciplinary action was taken against the released chief of the transportation office at Bromberg, against his deputy, and against the dispatcher of the office.

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The following personnel was personnel off:

Chief of the Central Administration of Narrow Gauge Railroads of the Ministry for Traffic, Julian Biedner
 Chief of RR Div Warsaw, Jan Krynicky
 Deputy Chief for Technical Services of RR Div Warsaw, Robert Hakus.

The following personnel was a points to:

Chief of the Central Administration of Narrow Gauge Railroads of the Ministry for Traffic, Stanislaw Mazowski (former Deputy Chief of the Central Administration)
 Chief of RR Div Warsaw, Tadeusz Bronowicki (former Chief of RR Div Lublin)
 Deputy Chief for Operational Service of R.D. Warsaw, Lucjan Cieplak (former Deputy Chief for Operational Service at RR Div Breslau)
 Deputy Chief for Technical Services of RR Div Warsaw, Marian Tabaka (former Deputy Chief of the Department for Investments)
 Chief of RR Div Lublin, Henryk Skutkiewicz (former Chief of the Department Train Traction at the railroad division)
 Deputy Chief for Operational Service of RR Div Lublin, Wiktor Chienchyc (former main dispatcher at the Central Department for Transportation at the Ministry for Traffic)
 Chief of RR Div Krakow, Piotr Lewinski (former Deputy Chief of RR Div Lublin)
 Deputy Chief for Operational Service at RR Div Krakow, Leon Jozefiak (former Chief of the Engine Department at Lignitz)
 Chief of RR Div Danzig, Jozef Jarnowski (former Deputy of the Traffic Minister of the GDRD).

b. New railroad bridge across the Vistula River

A single-track steel constructed railroad bridge has been put into service between the Blaszyns (JS 495 008) sulfuric ore mine on the left bank of the Vistula river and the future processing plant on the right bank of the river. No report has been submitted as yet whether the new line is connected with the Sandomierz - Debica line.

c. Electrification

In 1960, a total of 340 track kilometers are to be electrified. They will include the following sections:

Sochaczew - Kutno
 Warsaw - Czechowice
 Gliwice - Beiskretschan (of the 1959 plan)
 Beiskretschan - Oppeln - Breslau
 Katowitz - Tychy (via Surki) (of the 1959 plan)
 Krakow - Podlase
 Krakow - Wiedlitzka
 Podlase - Nieplisnice
 Podlase - Nowa Ruda.

According to the experience made during the preceding years, the fulfillment of the plan appears questionable.

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d. Rolling Stock

The following rolling stock was supplied to the Polish Railroads in 1959:

- 25 electric locomotives
- 10 three-unit electric railcar trains
- 3 diesel locomotives
- 377 passenger cars
- 9,696 freight cars.

Thus, for the first time for years, the supply of rolling stock has been fulfilled and even slightly been exceeded.

3. Roads

In 1959, a total of 1,100 kilometers of new roads were constructed, and 2,600 kilometers of existing roads were furnished with a solid surface. Over 52 percent of the 62,000 kilometers of state-owned roads are now covered with a solid surface.

4. Civilian Air TrafficNew Lines to Foreign Countries

The State Airline Company LOT is to operate the following two new lines to foreign countries:

- Warsaw - Rome via Vienna
- Warsaw - Tel Aviv via Athens.

IV. CzechoslovakiaRailroadinga. Gauge Changing Station Velke Kapusany

According to press reports, the new transloading station on the Czechoslovakian-Soviet border has been provided for the transloading of grain only from the USSR to Czechoslovakia. For the time being only one ramp has been made available. According to a photograph published in the Czechoslovakian newspaper Rude Pravo, the line leading from Uzhgorod across the border has been constructed single track and broad gauge. The original standard-gauge track was thus renailed.

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b. New Line in the High Tatras

Work in the construction of the railroad line between Podolinec (DV 661 565) and Orlov Plavec (DV 904 595) is to be resumed in 1960. The first works on this line were started during World War II. They were continued temporarily after the war. The line is in so far important as it will supply another connection between the USSR to the "Line of Friendship" in Czechoslovakia via the south-eastern corner of Poland.

Part B - Military SupplySummaryI. USSRSoviet Artillery Supply.

General organization and operational commands.
Principles of ammunition supply; computing units.
Supply of arms, replacement parts and equipment.
Supply procedure in the combat zone.
Strength and tasks of arms maintenance services.

II. East Germany

National People's Army (NVA): Stocking of 10-days' war requirements of motor vehicle replacement parts.

Completion and supply of a fuel depot of the NVA Airforce.
Planned construction of a fuel depot for Military District V.
Military supply of armed forces stationed in East Germany.

I. USSRSoviet Artillery Supply. (For table of organization see Annex 2).

1. In line with the employment of artillery designed to compass mass effects, the Soviets put special significance to the secured supply of arms and ammunition. Chiefs of the artillery are responsible for this supply. With regard to the effect of arms, tactics and logistics thus closely cooperate.
2. Down to regimental formations, staffs of the Chief of Artillery are organized into a first (command) and a second (supply) echelon. The second echelon which is in charge of personnel of the supply services commanded by the "Chief of Artillery Supply" is attached but not subordinated to the Chief of the Rear Services during combat action.

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Artillery supply services in "front" and army staffs are organized and function as follows:

1st Battalion (sub-battalion)	"Planning and Transportation"
2nd Battalion (sub-battalion)	"Ammunition"
3d Battalion " "	"Arms and Equipment"
4th Battalion " "	"Maintenance"
5th Battalion " "	"Tractive Power"

Divisional and regimental staffs generally in charge only of experts for the supply of ammunition and for the supply and maintenance of ordnance material.

3. The supply of ammunition is computed according to "Kampfsaetze" (rates of combat) (KS), i.e. the amount of ammunition determined for each arm according to tactical/logistic requirements. The average consumption quota amounts to about 0.3 rates of combat, i.e. as follows:

"Front" (without units of the tactical airforce)	appr.	10,000 tons
Tank Army (three tank divisions)	"	1,500 tons
Mechanized army (one tank division and three motorized rifle divs)	"	1,800 tons
Motorized rifle division		370 tons
Tank division		400 tons

The supply is shipped by rail from the main ammunition depots to the army field depots via the depots of the "Front" or sometimes directly to the army field depots. In case of a strained supply situation, columns of the army or the division drive as far as to the field emplacements of the artillery. For details of the supply procedure in the combat zone see Annex 3.

4. The supply of arms, replacement parts and artillery-technical equipment basically corresponds to the supply operations of ammunition. Supplies are routed from the main depots (special depots for artillery pieces, infantry weapons, artillery-technical equipment) to the arms and equipment depots of the "Front" (usually 2-3 depots) and from there to the depots of the army and divisions which generally are coupled with the ammunition depots.
5. Repair of arms and equipment is carried out with a relatively small number of personnel. For strength and tasks of the repair services, see Annex 4.

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II. East Germany1. NVA - War Stocks of Motor Vehicle Replacement Parts.

a. According to the directives of the administration for motor vehicles, army divisions of the NVA are to be equipped with 10-days' requirements of motor vehicle replacement parts (so-called combat alarm quota).

b. Requirements of material are computed on the basis of the following factors:

Wheeled vehicles:

March performance, daily	100 kilometers
" " , within 10 days	1,000 "
Current repairs required after	3,000 "
Medium repairs required after	30,000 "
Change of tires after	20,000 "

c. At an authorized stock of 1,500 wheeled vehicles per division, the rates of combat alarm requirements are as follows:

Group of Material	Kind of Material	Planned Factor in Respect of Actual Stock of Wheeled Vehicles (in percentage)
i. Rates of Repair	25 rates with about 80 items each for 250 current repairs	17
	5 rates with about 150 items for 25 medium repairs	1.7
ii. Construction Groups	150 engines	10
	90 distributor gears	6
	105 front axles	7
	75 transmission gears	5
	60 rear axles	4
	45 intermediate axles	3
	45 steerings	3
iii. Tires	About 450 tires (at an average of six tires per motor vehicle)	5

Note. According to rough estimation, the weight involved is as follows:
 Rate of combat alarm for wheeled motor vehicles about 130 tons
 Daily supply for wheeled motor vehicles about 13 tons.

The daily supply quota corresponds to the previously assumed requirements of a Soviet division.

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2. NVA Fuel Depots

The NVA airforce fuel depot near Niederlehme (WT-086984) was completed in October 1959 and was supplied with jet fuel. The filling capacity of the depot is 4,200 cubicmeters. In 1960 a new fuel depot is to be constructed near Gumnitz, presumably for Military District V. Its planned capacity is 750 cubicmeters.

3. Military Zone Border Traffic in December 1959

As a result of comparison, the following 31 supply shipments and 11 return shipments were noted in December 1959:

(The load of some shipments could not be identified.)

Supply:

Ammunition	1,020 tons
Artillery pieces	-----
Tanks	6 T-54s
Total motor vehicles	437

including:

43 M-54 prime movers
262 ZIS-150s
41 ZIS-157s
27 ZIL-157s
30 GAS-51s
6 u/i vehicles
22 tele-communication vehicles
6 ambulances

Return:

Ammunition	--
Artillery pieces	--
Tanks	15 T-34s
u/i motor vehicles	118

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in January 1960)

Total Motor Vehicles	Sedans	Workshop Trucks	Crane Cars	Tract- ors	Tank Cars	T a s k s
						Maintenance, Servicing, Stoppage Service Ordinary repairs as removal of firing pin, of recoil springs etc.
						Light Repair (takushchi remont) Of Inf. and Tk weapons, and of guns in Arty Regts. Examination of main parts: Barrel, breechlock, barrel recoil brake, pneumatic recuperator, gun carriage. Small repairs; Exchange of replacement parts and minor components.
2		1				
2		1				
7	1	3				Light repair of guns, tank guns, and optical equipment Medium repair of Inf weapons
16	1	12			1	Medium Repair (sredni remont) of all weapons and kinds of equipment, exchange and partly repair of components, major welding work, replacement or small repair of optical equipment, adjustment of guns and fire-control equipment.
(32)	(2)	(24)			(2)	
48	2	24	2	2	2	Basic Overhaul (Kapitalni remont) Repair and overhaul of weapons and major equipment.
11	1	3	-	1	1	Production of parts, cannibali- zation, salvage.
(48)	(2)	(24)	(2)	(2)	(2)	

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Annex 4

Repair Services for
(Actual Strength of the GSFG in

Unit	Supply Installations/Equipment	Personnel
Company/ Battery	Tools and replacement sets for arty pieces Additional equipment set (2-3 metal crates) per battery	Gun crew
Battalion	No repair services	
Mtz Rifle Regt	<u>Regt workshop for arms</u> 1 workshop truck: 1 lathe 1 boring machine 1 electric welding torch 1 oxyacetylene cutter 1 coal forge 1 workbench 1 truck for repairs in firing position ("supply truck") with tools and replacement sets for each type of guns	8 men: 1 workshop foreman 3 armorer- artificers 4 assistants
Tank Regt and Arty Regt	Same as Mtz Rifle Div	14 men: 1 workshop foreman 6 armorer- artificers 7 assistants
Mtz Rifle Div and Tank Div	<u>Div Field Workshop</u> 3 workshop trucks)equipment as with 3 "supply trucks")Mtz Rifle Regt	18 men: 4 officers 14 NCOs and soldiers (armorer- artificers, assistants, 1 optician)
Army	<u>Mobile Repair Base of the Army</u> (1 company) 12 workshop trucks 2-3 material trucks with tools and replacement parts in case of mobilization : 2 other companies	75 men: 11 officers 30 armorer- artificers, 30 armorer- artificers assistants 3-4 opticians (150 men)
"Front" (Group)	<u>2 Mobile Repair Bases</u> (2 companies) 1 repair workshop for rocket launchers (Company) <u>In case of mobilization:</u> 2 mobile repair bases (two companies) 2 repair workshops on railroad car (two companies)	300 men 120 men (300 men) (100 men)

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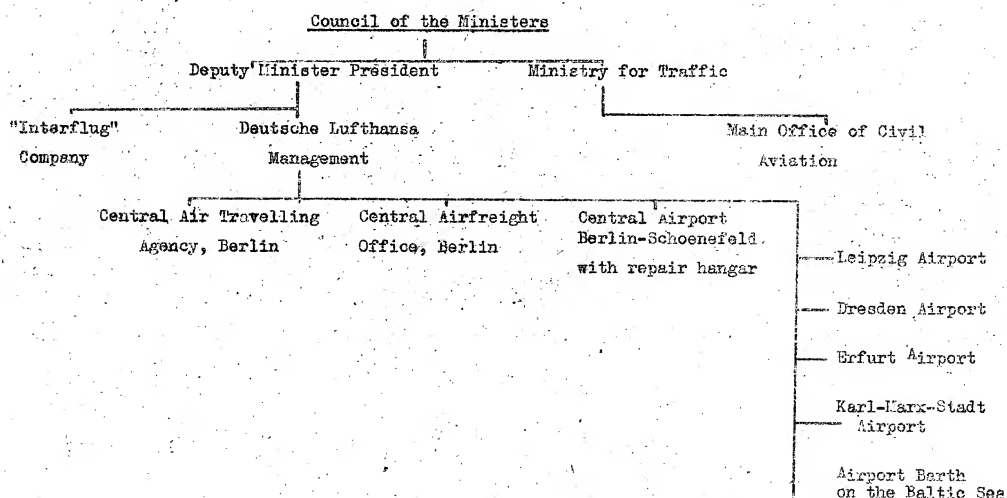
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Annex 1

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Organization of the Transportation Branch Air Traffic in East Germany



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